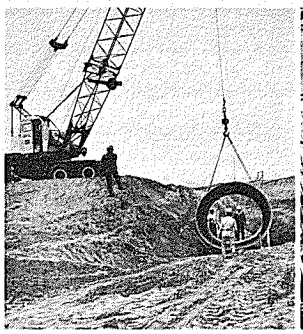
Southern Pacific BULLETIN

MARCH, 1972









LEFT: Crane sets in place corrugated pipe for one of the yard's three pedestrian underpasses. **CENTER:** Southern Pacific crew works on foundation of one of the inspection pits at the yard's diesel servicing facility. **RIGHT:** Instrumentman Tom Geary signals to a member of his survey party. He is standing where the crest of the yard will be.

Our New Gravity Yard—A Progress Report

WORK IS moving ahead rapidly on Southern Pacific's $39 million gravity yard at West Colton, Calif., 50 miles east of Los Angeles.

About 190 Southern Pacific people, in addition to contractor's crews, are now hard at work on this huge project, due for completion in mid-1973.

"The West Colton Yard is about twice as big a project as the 78-mile Palmdale-Colton Cutoff was," says H. M. Williamson, chief engineer-system. "It includes more trackage, and it's a much more complex facility to build."

The yard—to be the most technologically advanced in the world—will be about six miles long and one-third of a mile wide. It will have 94 miles of track with a capacity of 6,800 cars; 8 major and 15 minor buildings; 2 towers; 200 miles of underground cable for power switches, retarders and other facilities; 16 miles of utility pipelines; and 9 miles of paved roads.

The main bowl of the yard will have 48 classification tracks, with room for 24 more when expansion is needed. Eight receiving and 14 departure tracks will be built, with room for others if necessary. The project also includes the construction of facilities for the repair and servicing of diesel locomotives, freight cars and cabooses.

In immediate charge of construction on the project is Assistant to Chief Engineer Godfrey J. Lyon, who also oversaw the cutoff line construction five years ago. He reports that the ground for the yard has now been substantially cleared and grubbed, and most of the utility lines belonging to 14 public and private utility companies have been relocated, including SPPL's 16-inch petroleum products pipeline and the City of Rialto's 36-inch main sewer line. The yard's extensive drainage system is also nearing completion.

"We are now in the middle of grading," Lyon says, "and that means moving about 1.4 million cubic yards of material. About two-thirds of this work has been completed."

Southern Pacific gangs are installing communications lines, piping for water, gas and compressed air; wiring for the yard's lighting system; and cable for its signal system, power switches and retarders. As soon as the grading work has been completed, more utility lines will be placed underground.

Construction is well underway on the yard's diesel servicing facility. Three inspection pits and one servicing platform—each 435 feet long—have been completed, together with underground electrical, fuel and lube oil connections. Footings have been poured for an overhead sanding facility, and work is progressing on a waste water disposal system.

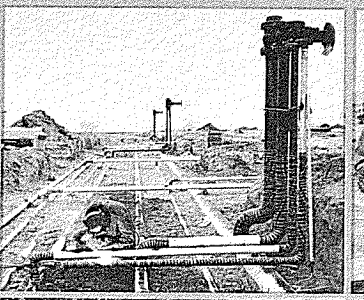
A 140-by-120-foot building has been erected to house the yard's car repair center, and the basement portion of the four-story administration building has been completed, including the installation

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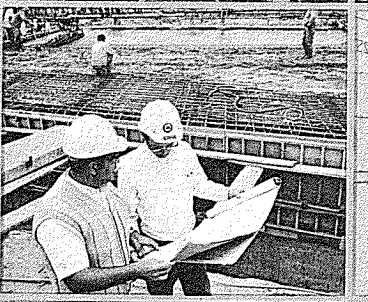
Asst. to Chief Engineer Godfrey J. Lyon, 2nd from right, confers with three members of his staff. From the left they are: Kent A. Olsen, construction superintendent; R. A. Hannagan, project engineer; and W. C. Dunn, purchasing agent.

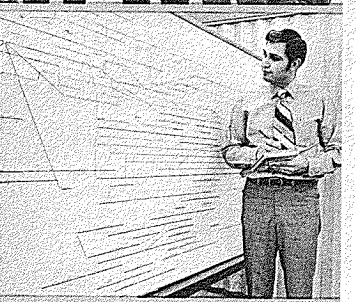
RIGHT: Welder Jose Gomez works on one of the yard's fuel lines.





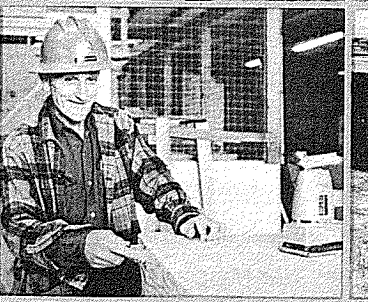
FAR RIGHT: Looking over plans of the yard's diesel servicing facility are, l-r, Pete Rodriguez and Joe Terror, asst. B&B construction supervisors; Harvey Prober, general B&B construction supervisor; and Klemens Klein, asst. B&B construction supervisor.





RIGHT: Conferring are Don Skaff, left, construction bridge engineer, and Jon Myers, asst. construction superintendent. In background, concrete is being poured for freeway overpass extension.

FAR RIGHT: Anton Ranuio, cost engineer, obtains data from master schedule board showing progress of each compenent of the project





RIGHT: Carpenter Dan C. Bunker completes cabinet to be used for storage of plans. Dan is running for a seat on the city council of Baldwin Park, (pop. 48,000).

FAR RIGHT: Jim A. Mills, left, asst. architectural designer, looks over plans with Sid Gearlach, construction superintendent for one of the contractors on the yard.





RIGHT: Conduit is prepared for placement underground to carry the yard's signal and communications lines. **FAR RIGHT:** Resident Engineer R. E. Measures is in charge of the surveying crews. Here he plots information on map.

of underground conduits for utilities. This building, located near the crest of the yard, will contain computers which will control the speed, braking and switching of cars, maintain a continuous inventory of all tracks and provide reports to management.

Work is also moving ahead on the extension of the Riverside and Pepper Avenue overpasses to make room for departure yard tracks. Riverside Avenue will cross 14 tracks, and Pepper Avenue will span six.

One of the yard's three pedestrian underpasses has been installed, and construction is progressing on an underpass for Company vehicles at the west end of the bowl area. A railroad underpass is also being built beneath the main line leading to the Palmdale-Colton Cutoff.

"Because of the complexity of this project, scheduling is extremely important—perhaps more so than on any other project we've ever undertaken," Lyon points out. "Every foot of pipe, conduit or cable — for example — must be installed at precisely the right time to fit into the overall picture. It takes a lot of teamwork to avoid bottlenecks and keep things running smoothly."

Key members of Lyon's team are R. A. Hannagan, project engineer; Kent A. Olsen, construction superintendent; W. C. Dunn, purchasing agent; H. W. Prober, general B&B supervisor; R. E. Measures and L. A. Linde, resident engineers; R. G. Penix, assistant signal engineer; C. J. Readman, superintendent of signal construction; P. J. McCarty, construction superintendent, Water & Fuel Service; D. J. Skaff, construction bridge engineer; E. L. Kalk, superintendent of electrical construction; R. E. Miles, foreman of the communications gang; Anton Ranuio, cost engineer; R. P. Knuckles, supervisor of automotive and work equipment; and O. B. Day, chief clerk-construction.

In addition to computerized equipment to speed makeup and movement of trains, the yard will have electronic devices for automatic car identification and hot box detection, closed circuit television and electronic weigh-in-motion scales.



LEFT: Patrick McCarty, left, construction superintendent, Water & Fuel Service, confers with Robert Thayer, asst. construction superintendent. RIGHT: Looking over plans are C. J. Readman, left, superintendent of signal construction, and R. G. Penix, asst. signal engineer. Water & Fuel Service people are installing about 7 miles of piping; Signal Dept. people are installing over 200 miles of wire underground for power switches, retarders and other equipment.

For 525,000 Rail Employes:

Health Benefits Increased

Health and welfare benefits for about 525,000 railroad employes across the country were increased in a new two-year national agreement which went into effect on March 1.

The benefits, which are paid for entirely by the railroads, will cost the industry about $340 million annually—an increase of about $85 million a year.

The health and welfare pact, described by William H. Dempsey, chairman of the National Railway Labor Conference, as "one of the most comprehensive in all industry," covers virtually all railroad employes represented by unions.

It was reached in across-the-table negotiations between representatives of the carriers and more than 20 unions, without government intervention of any sort.

The dependents of most Southern Pacific people are covered under the plan (Travelers Insurance Company Policy No. GA 23000), as are Southern Pacific employes in Texas and Louisiana. The cost of this coverage (on non-hospital association lines) is $54.73 a month per employe and is borne entirely by the Company.

Pacific Lines employes will continue to receive medical treatment and care through their membership in the Southern Pacific Employes Hospital Association. However, the Company is increasing the share it pays of Association dues by $3.00 a month to $13.75, with employes continuing to pay the difference.

Southern Pacific is also bearing the entire cost of the benefits for dependents of Pacific Lines employes under the Travelers policy — $38.09 a month per employe.

In the near future, the new booklet outlining the increased benefits will be furnished to all employes with this coverage. Meanwhile, here are some of the major improvements in the new pact:

- an increase in maximum days of hospital confinement from 180 to 365 per confinement.
- an increase in lifetime maximum major medical coverage from $20,000 to $50,000.
- an increase in the surgical schedule from $550 to $650.
- an increase in anesthesia benefits by 25 per cent.
- maternity benefits for female employes of hospital association railroads (including the Pacific Lines). These benefits were previously available only on non-hospital association railroads.
- an increase in major medical payments for out-of-hospital psychiatric care from 50 per cent to 65 per cent.

U.S. Savings Bonds Now Pay 5½% Interest:

Sign Up for the Payroll Savings Plan

N. F. "Nick" Petronella, general clerk in the Central Operating Office at Houston, has been buying a $50 U.S. Savings Bond a month through the Payroll Savings Plan since the end of World War II. Over the years he has accumulated a sizeable nestegg.



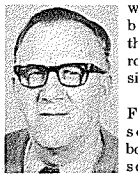
NICK PETRONELLA

Nick and his wife, Betty, have used part of their savings to send their son, Richard, through college and law school. Richard is now a practicing attorney in Houston.

More of the nestegg will go to help daughters Kathy, 18, and Rosanna, 16, with their education, and the rest will supplement Nick's railroad pension. He already has 45 years of Southern Pacific service, and his retirement is only three years away.

"Buying bonds via the Payroll Savings Plan is a great way to save," Nick says "It's painless and automatic — your bond allotment is deducted before you receive your paycheck, so you never miss it."

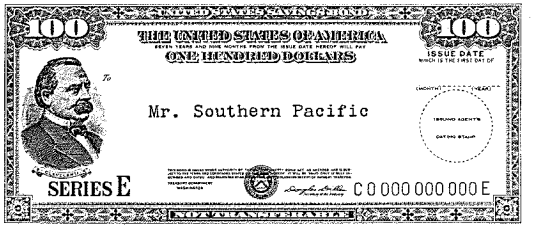
At the other end of the railroad, H. A. "Herm" Bergman, agent at Oregon City, Ore., feels the same way. He has been buying bonds through the Payroll Savings Plan since 1954.



HERM BERGMAN

He and his wife, Freda, cashed some of their bonds to help their son, Larry, 25, through Oregon State College. Larry is now a civil engineer. And they will also use some of their savings to help Bruce, 19, through Brookings Institute in Santa Barbara. Bruce plans to become a professional photographer.

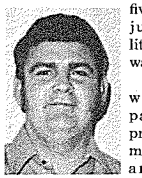
Herm has been a leader in the Boy Scouts for 14 years and was recently awarded the Silver Beaver for "distinguished service to boyhood."



The American people now own nearly $54 billion worth of U.S. Savings Bonds, or nearly one-fourth of the publicly held portion of the federal debt.

"We're especially pleased with the 5½ per cent interest U.S. Savings Bonds now pay," Herm says. "That makes them a mighty good buy."

R. C. "Ray" Hobbs, Jr., a machinist at Sacramento General Shops, signed up for a bond allotment about five months ago—just before his little girl, Kirsten, was born.



RAY HOBBS

Ray started with the Company as an apprentice at Sacramento in 1966. He and his wife, Christine, have been married four years.

"We'll be able to accumulate quite a stack of bonds by the time Kirsten is old enough for college," Ray says. "We think this is the easy way to save for the future."

Nick, Herm and Ray are typical of hundreds of Southern Pacific people who regularly purchase U.S. Savings Bonds through the Payroll Savings Plan. Here are some of the reasons they do so:

- *high interest.* U.S. Savings Bonds now pay 5½ per cent interest if held to maturity—five years and 10 months. With most banks paying only 5 per cent interest (except on big-time savings), bonds are more attractive than ever before.
- *safety.* U.S. Savings Bonds are fully guaranteed as to principal and interest by the U.S. government. If lost, stolen or destroyed, they are replaced free.
- *like a cash reserve.* You can cash a U.S. Savings Bond any time after two months. But hang on to them for maximum return.
- *convenience.* The Payroll Savings Plan lets you buy bonds by means of small payday installments. Accumulating a nestegg this way is convenient, painless and automatic.
- *tax advantages.* The interest on U.S. Savings Bonds is exempt from state and local income and personal property taxes, and you can defer paying any federal tax on Series E Bonds until you cash them in — an advantage if you'll be retired and in a lower tax bracket at that time.

Now is the time to sign up for the Payroll Savings Plan — or increase your present allotment.

Just see your supervisor, and he will help you fill out a simple payroll allotment form. That's all it takes.

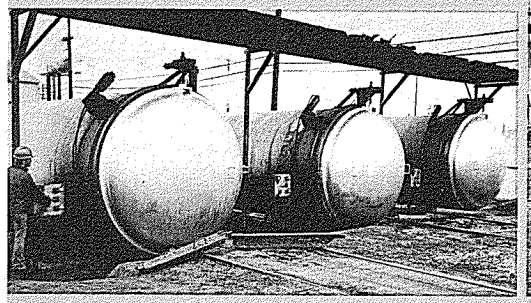
You'll be glad you did!

COVER

Pretty Pat Michaels, 24, a personnel services clerk at San Francisco, poses with a handful of Series E U.S. Savings Bonds to remind us that these bonds make a mighty fine investment, especially if you buy them on the Payroll Savings Plan.

RIGHT: A switch engine pulls a load of treated ties out of one of the five treating cylinders at the Houston Wood Preserving Works. Helper R. R. Cruz stands on footboard, ready to signal to engineer. The average green tie spends about 22 hours in a treating cylinder before it is ready for use.

BELOW: Oiler G. A. Stewart operates controls of one of the plant's treating cylinders. A few months ago, the plant's capacity was increased by about 25 per cent with the installation of a new cylinder capable of drying and creosoting over 300,000 more ties a year.





At the Houston Wood Preserving Works:

We Give Ties "The Treatment"

THERE are more than 41 million cross ties on the Southern Pacific System—about 3,000 to each mile of track.

Some of them wear out each year under normal operating conditions and must be replaced. The life expectancy of a creosoted tie (the only kind we use) is about 30 to 35 years.

During 1971, we replaced nearly 1.8 million ties at a cost of over $9.9 million. Most of these ties came from the Houston Wood Preserving Works, one of the most modern plants of its kind in the country.

In addition to treating about 1.2 million standard cross ties last year, the Houston plant also produced made-to-order span ties, extra large ties for use in gravity yards and many other specialized items.

A few months ago, the plant's capacity was increased by about 25 per cent with the installation of a new tie treating cylinder capable of drying and creosoting over 300,000 more ties a year. Cost of this new cylinder, the fifth of these huge vessels to go into service at the plant, was about $265,000.

Southern Pacific purchases its green ties through three contractors who obtain them from saw mills in Texas, Louisiana, Arkansas and Oklahoma.

"We've worked with these same contractors for many years in order to maintain a reliable source of supply," explains T. E. Martin, purchasing agent at Houston. "This stable relationship, in turn, makes it possible in some cases for the contractors to help finance the small, independent saw mills."

LEFT BELOW: T. E. Martin, left, purchasing agent at Houston, confers with M. A. Lane, superintendent of the Wood Preserving Works. RIGHT BELOW: Foreman E. L. Johnson inspects load of ties ready to be shipped to a track construction project.





The standard, main line tie is made of hardwood or pine (Oregon supplies some fir and hemlock). It measures 7 inches by 9 inches by 9 feet—a foot longer than in former years to provide a more stable track and to reduce maintenance.

The Wood Preserving Works formerly had to air season green ties for 12 to 15 months before they were dry enough to be creosoted. The 35-acre plant site used to be stacked high with a million or more green ties being seasoned.

A new process called vapor drying, installed at Houston in 1959, eliminated the need for air seasoning. This process, found at only a few wood treating plants in the country, removes more moisture from ties in hours than can be done in months of air seasoning.

"It also eliminates the need for a big inventory," says M. A. Lane, superintendent of the Wood Preserving Works. "These days, we only keep about 125,000 green ties—a 30-day supply—on hand."

Most of the green ties arrive at the plant by truck. On arrival they are inspected by Chief Forest Products Inspector Ivan L. Glass and/or Forest Products Inspector C. Y. Cochran to make sure they meet Company specifications.

Next, they are end-trimmed and holes are bored in them for tie plates. They are loaded aboard tram cars; then a train of these small cars containing 925 green ties is pushed by the plant's switch engine into one of the 145-foot-long treating cylinders.

The vapor drying process takes place first. A mixture of steam and a chemical drying agent (similar to benzine) heated to about 350 degrees Fahrenheit circulates through the cylinder. This vapor condenses on the cold wood, giving up heat that raises the wood temperature to the boiling point of water. This forces the water in the wood to the surface where it evaporates. The water vapor and drying agent are collected in a condensing unit, where they are separated and a portion of the drying agent is reclaimed for later use.

The drying process takes from 8 to 13 hours and removes 6 to 15 pounds of water from each cubic foot of timber. The 925 ties in the cylinder may give up as much as 4,000 gallons of water during the drying process.

The next stage is a hot vacuum period of about two hours, during which more water and solvent are removed from the wood. Then a preservative mixture of creosote and heavy oil is pumped into the cylinder under pressure. The preservative, which prevents fungi and insects from attacking the ties, fills up the wood cells left empty after the removal of the water. This part of the process takes about four hours.

The plant uses about 40,000 gallons of drying agent, and 450,000 gallons of the oil-creosote mixture a month.

After the ties have been fully treated, they go to a banding and bundling machine. Then they are loaded on flatcars for shipment to various roadmasters throughout the system. The size of the bundles is determined by the type of equipment available to the roadmasters for mechanical unloading.

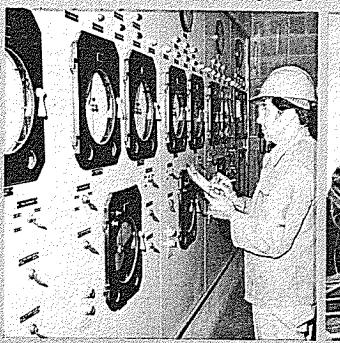
The Engineering Department schedules the tie allowance for each roadmaster on the basis of what he will use during a 30-day period.

The department then orders the necessary ties from the Wood Preserving Works, so that the plant can produce and ship the ties just 30 days ahead of actual need.

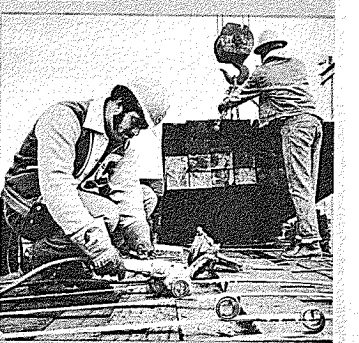
"Right now treated ties cost Southern Pacific nearly $6.00 apiece," Lane points out. "When you consider how many ties we use in a year, even a penny or two difference in that cost can run into big money. That's why this is a streamlined operation—as efficient as we know how to make it."

LEFT BELOW: T. B. Brannon, left, general foreman of the Wood Preserving Works, discusses tie quality with C. Y. Cochran, forest products inspector, who checks inbound shipments of green ties. RIGHT BELOW: Maintenance Engineer Manuel Palacious gathers data on how tie treatment is progressing.





A machine groups ties into bundles. Then they are loaded and banded by laborers S. Lewis, left, and C. Alexander.



Damage caused by careless treatment of cars:

We're Campaigning Against A $75,000,000 Problem

RAILROADS in the U.S. and Canada have embarked on a campaign that can have important benefits for both shippers and the railroad industry.

The railroads are asking their patrons to help eliminate the needless and costly damage to freight cars caused by careless loading and unloading practices by shippers and receivers.

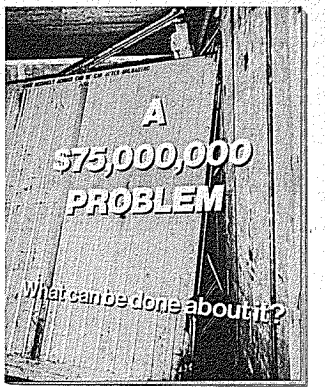
Southern Pacific not only helped initiate this campaign, but it also prepared an illustrated booklet for shippers which is being distributed by all the railroads. It was published under the auspices of the nation's three territorial traffic executives associations.

Called "A $75,000,000 Problem," the booklet explains that shippers are being deprived of the use of thousands of freight cars every month because of this type of damage and the consequent need to remove cars from service for repairs. It also makes the point that the cost of repairing the damage is ultimately reflected in the freight bills paid by shippers and receivers.

Here are a few examples of what happens when cars receive careless treatment. Most of them are illustrated in the booklet. Fork lift trucks ram doors or other car parts. Damage occurs to load dividers, bulkheads and sidewall fillers through failure to properly stow or secure them. Crossbars, deckboards and door rails aren't returned in empty cars. The residue of contaminating shipments is left in empties. Improper loading of logs, poles and pipe inflicts structural damage. Damage to cars and their safety appliances results from attempting to move them improperly with chains, tractors, winches and fork lifts. In some instances, holes are even cut or burned in car bodies or doors to facilitate unloading.

Southern Pacific decided to tackle this serious problem in earnest about a year ago. Our Mechanical Dept. found, after querying other railroads, that damage due to careless loading and unloading is costing the railroads about $75 million a year for repairs alone, and many millions more when you add the cost of downtime while the cars are out of service.

The Mechanical Department turned over its findings, together with pictures showing the main types of damage, to the Traffic Department, which brought the problem to the attention of the traffic executives associations.



This illustrated booklet, prepared by Southern Pacific and published under the auspices of the three territorial traffic executives associations, is being distributed to thousands of shippers and receivers throughout the U.S. and Canada.

The booklet on the subject (300,000 copies are now in print) was prepared by R. D. McIntyre, manager of Southern Pacific's Advertising Department. It contains no Company identification.

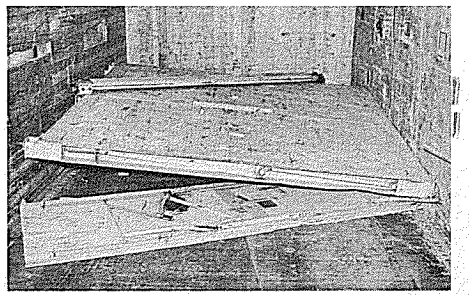
In addition to railroads, many shipper associations are distributing the booklet to their members, and virtually all of the major traffic publications are lending editorial support. One publication, *Distribution World Wide*, plans to bind the entire booklet into its April issue.

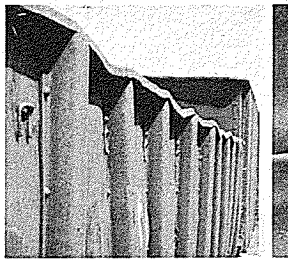
"A $75 Million Problem" offers practical "Do's" and "Don'ts" for shippers and receivers. Railroads hope that everyone who supervises or works on or around a loading dock will read it, and that managers will use it as a basis for reviewing their loading and unloading practices.

As the booklet points out, "A little thought and care can save everyone — shippers, receivers and railroaders — time and money and can result in an almost immediate increase in the supply of freight cars of all types."

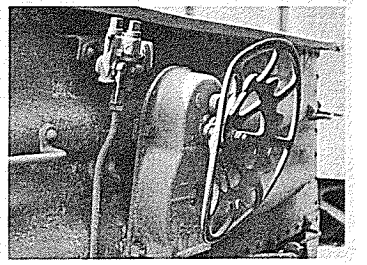
LEFT: The tines of a fork-lift truck were used to open this car door, causing costly and needless damage. RIGHT: Failure to properly stow and lock interior load protection equipment caused damage pictured here and made this expensive car unavailable for loading.







Structural damage to this car (note top and bulging side) was caused by careless use of heavy machinery during loading or unloading.



ABOVE: Careless loading of gondola car resulted in removal of car from service to repair its brake wheel.

Claim Bill Continues to Decline

Freight loss and damage claims cost the nation's railroads an estimated $240 million last year, an increase of $15 million over 1970.

But Southern Pacific's own claim bill is continuing to decline. Our 1971 bill of $16.7 million is down more than $1.1 million over the previous year.

"This is very good news," says D. C. Dudley, manager, Damage Prevention & Loading Services, "but there is still plenty of room for improvement. We hope to reduce that bill another million dollars in 1972."

A key factor in the decline, he feels, has been more careful car handling by Southern Pacific crews. All divisions have been stressing the importance of coupling cars at speeds not in excess of four miles an hour, he points out, using portable radar units to help crews check their judgment of coupling speeds.

"Our work with shippers is also paying off," Dudley says.

Specialists on his staff work closely with shippers of damage-prone commodities in an effort to improve packaging and loading methods.

Dollar payout in each of these commodity areas declined dramatically in 1971. Here are some examples: canned goods—down $190,000; plywood—down $117,000; major household appliances—down $50,000; and furniture—down $52,000.

Dudley is chairman of the National Freight Loss & Damage Prevention Committee, representing all the major railroads. This A.A.R. committee also attacks the damage problem commodity by commodity.

Based on careful studies and after consultation with shipper associations, it publishes booklets showing the best methods of packaging, loading and bracing particular commodities. It has already published manuals for shippers of plywood, furniture, newsprint and major household appliances. A booklet for shippers of canned goods has been completed and is now being reviewed by the Canned Goods Shippers Conference. Others are in preparation for shippers of beer, forwarder traffic, cereals and grain mill products, glass, and fresh meat.

This commodity approach, involving both shippers and railroads, Dudley says, shows promise of eventually making a substantial dent in the national claim bill.

Dudley's department is also working closely with claim inspectors throughout the system. Inspectors at all of our major stations have received copies of a new, 250-page A.A.R. "Inspector's Manual," designed to standardize inspection procedures throughout the nation.

"The manual spells out the kind of damage information we need to determine causes and take corrective action," Dudley explains, "and it also contains detailed information on loading, bracing and similar matters."

H. C. Cutshaw, former head claim clerk at Los Angeles, is the department's full-time instructor on this project. He is conducting seminars for inspectors.

"We're developing some highly-qualified professional claim inspectors," Dudley states.

Welcome to Interchange

The *Bulletin* extends a cordial welcome to *Interchange*, the new bi-monthly newsletter published by the Personnel Department, which not only contains news of interest to Southern Pacific employes, but provides them with an opportunity to ask questions, make suggestions or comment on subjects having to do with our Company.

We understand that those questions and comments are coming in at the rate of 50 a day and that every one of them will be answered (although those requiring research may take a little time). Questions and answers of general interest will be published from time to time in the *Bulletin*.

Interchange is off to a fine start, and we wish it every success in opening up a valuable two-way channel of communications for Southern Pacific people.

Young Engineer Talks About Simulator School:

"Immensely Valuable Training"

MEET R. T. "Todd" Jacques, 24, one of the first graduates of Southern Pacific's Engine Service Training Center and now a full-fledged locomotive engineer on the Sacramento Division.

Todd, who joined the Company as a fireman at Roseville, Calif., in 1966, was a member of the Center's sixth class. He completed the three-week course on November 2, 1970. Then he returned to his home division and passed oral and physical exams. He was promoted and assigned a seniority number a few days later.

With a seniority number of 221 on a district with about 250 engineers, Todd doesn't have enough "whiskers" yet to hold a regular run. But he frequently operates trains over the big hill, working in the Mountain Pool between Roseville and Sparks, Nevada.

He feels that the training he got at the Center was "immensely valuable" in preparing him for the responsibilities that are now part of his daily life.

"For three out of the four years I spent as a fireman, I worked right here in Roseville as a hostler in the yard," Todd recalls. "I only had about a year of main line service before I was sent to school.

"I was so anxious to learn that I actually took notes on what engineers told me about the various conditions that affect train handling.

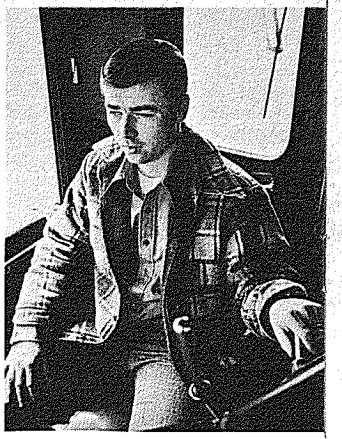
"Most of the men I rode with were willing to do what they could to help me learn, and I got a lot of valuable information. But my real education began down at the simulator."

At the Center, Todd joined 11 other trainees from various divisions. They were given intensive classroom instruction in such subjects as the mechanics of diesel locomotives and air brakes, and how to correct common causes of engine failure. They were also given a complete course on the book of rules.

"One of the most helpful things I got from the whole program was learning how to apply the rules under realistic conditions," Todd says. "That was where the simulator training came in.

"The simulator is so true to life, you can't believe you're not on a real train," he says. "Through the cab windows, for example, you see people along the right-of-way waving at the train, and most of the trainees wave right back.

"On the simulator, they put you through more emergencies in an hour than most engineers would encounter in an entire career, and fortunately, if you make a mistake, you can back up and try again."



Sacramento Division Locomotive Engineer R. T. "Todd" Jacques, 24, who completed his simulator training about a year and a half ago, now operates trains over the "big hill." Here he sits at the controls of a 3,600-horsepower SD45.

One of Todd's mistakes made a vivid impression on him.

"I was operating a simulated train down Beaumont Hill in Southern California with four 3,600-horsepower units on the head end and 100 cars totaling more than 6,000 tons behind me," he recalls. "The instructor was pretty sly. He kept talking to me and somehow got me to keep using the automatic brake valve.

"We were going along about 60 miles an hour, when I suddenly got a yellow signal with a torpedo. That means you can expect a red (stop) signal any minute. I looked at the gauge showing the air supply. I knew right away that I had neglected to recharge the brake system during the long downgrade. I made an emergency brake application and barely got the train stopped three car lengths from the rear end of a caboose. It convinced me never to let my air supply get that low again."

Before completing the training program, Todd got 24 hours of practice at the controls of the simulator, plus another 24 hours of observing other trainees at the controls.

On one of his first trips as an engineer, he piloted the TOFC Special from Dunsmuir to Gerber.

"I sure got butterflies when I found out that Mr. Spence (Vice President-Operations R. D. Spence) was in the business car at the rear end of that train," he says.

At the end of the run, Spence conveyed his congratulations to Todd for the way he had handled the train.

The young engineer's immediate boss, the man who gave him his oral exam, is Road Foreman of Engines R. M. "Bob" Dickson, a veteran of 35 years with the Company.

"It used to take a man years, studying on his own, to acquire the knowledge Todd has gotten through the training program," Bob says. "It's excellent training, and I think he has made good use of it."

Todd realizes, however, that he still has a lot to learn.

"I've had old heads tell me they learn something new on every trip," he says.

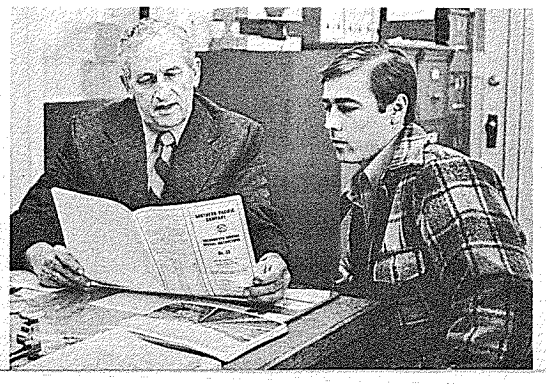
To supplement his engine service training, he has also acquired valuable information while deadheading in cabooses ("You get an entirely different picture from the rear end of the train"), and talking with trainmen ("They can tell you a lot about the characteristics of the route").

Todd is the stepson of Locomotive Engineer C. H. Lee. He and his wife, Sandy, have two boys, Bryan, 4, and Casey, 1½ (born while his dad was down at the Center).

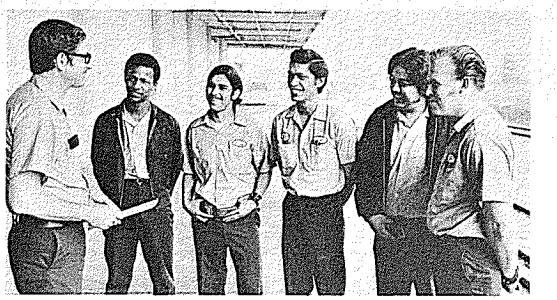
Among his hobbies is collecting and reading art books. He also enjoys painting and creating "instant" sculptures with a welding torch.

But his main interest is his work. Asked if he'd like to have his sons become engineers, Todd smiles.

"That would be just great," he says. "It's an interesting job, with good earnings, and a fine future."



Road Foreman of Engines R. M. Dickson, left, answers an operating question for Todd in his Roseville, Calif. office. Dickson, whose father was a well-known Southern Pacific engineer, has 35 years of service himself and a son who has just started in engine service. He gave Todd his oral exam after the young engineer had completed his work at the Engine Service Training Center.



OUTSTANDING CREW

During 1971, the work of a highly efficient unloading crew at the big Levitz furniture store in Santa Clara, Calif., reduced their firm's demurrage cost to near zero. At the same time, by promptly unloading and releasing the 237 cars received by Levitz during the year, the crew also contributed to better car utilization ABOVE: Crew includes (l-r) Warehouse Manager Gary Wagner, Lead Receiver Kermit Long and Receivers Larry Torres, Alfredo Lacambra, Victor Buendia and Joseph McDonald. Other crew members (not shown) are Larry Toland, John Abreu, David Wynn, Ron Morgan and Bhurrell Stephens. RIGHT: Conferring with Jeff Gambert, left, operations manager of the Levitz store, are D. H. Skelton, center, asst. district traffic representative, and J. D. Garcia, traffic representative, both headquartered at San Jose.



YOUR 1972 VOTING CALENDAR

In a presidential election year, everybody votes on November 7. But there are other important dates to remember, too. Here are registration deadlines and primary election dates for the 12 states we serve. Remember: if you aren't registered, you can't vote.

STATE	U. S. CONGRESS		GOVERNOR		PRESIDENTIAL PRIMARY DATE §	Deadline for Registration		PRIMARY DATE
	Elect a Senator	No. of Representatives	Elect	Term		PRIMARY	GENERAL ELECTION	
Arkansas	Yes	4	Yes	2	June 27	June 6	Oct. 17	June 27
Arizona	No	4	No	4		July 11	Sept. 18	Sept. 12
California	No	43	No	4	June 6	April 13	Sept. 14	June 6
Illinois	Yes	24	Yes	4	March 21	Feb. 21	Oct. 9	March 21
Louisiana	Yes	8	Yes	4		July 19	Oct. 7	Aug. 19
Missouri	No	10	Yes	4		July 18	Oct. 17	Oct. 8
Nevada	No	1	No	4		Aug. 5	Oct. 7	Sept. 5
New Mexico	Yes	2	No	4	June 6	April 25	Sept. 26	June 6
Oregon	Yes	4	No	4	May 23	April 22	Oct. 7	May 23
Tennessee	Yes	8	No	4	May 4	July 3	Oct. 7	Aug. 3
Texas	Yes	24	Yes	2		April 5	Oct. 7	May 6
Utah	No	2	Yes	4		Sept. 2	Oct. 28	Sept. 12

NOTE: Dates may be changed in states undergoing redistricting. §Held only in 23 states.

Bulletin Board

Elected or appointed to various posts in recent weeks were: *E. L. "Gene" Melton*, traffic and sales representative for Pacific Motor Trucking Co., as president of the Tucson, Ariz., Transportation Club; *Carl Q. Uggen*, district traffic representative, San Jose, Calif., as a director of the Santa Clara County United Fund; *S. P. Simonian*, senior sales representative, PMT, Fresno, Calif., as president of the Fresno Transportation Club; and *G. L. Chlarson*, chief clerk, Phoenix Traffic Office, as chairman, Police Affairs Task Force Committee, Phoenix Chamber of Commerce.

Richard D. Coca, son of Telegrapher-Clerk and Mrs. *Richard Coca* of Carrizozo, N.M., has been nominated by Congressman Harold Runnels to the U.S. Naval Academy. An outstanding young man, Dick is a member of the National Honor Society and was listed in 1971 and 1972 editions of "Who's Who Among American High School Students." He was a delegate to Boy's State in 1971 and is currently president of his school's Student Council.

Steve Hernandez, 18, son of PMT Driver and Mrs. *Clarence Hernandez* of San Jose, Calif., is a nationally recognized professional motorcycle racer. He recently won the Yamaha Silver Cup championship in New York's Madison Square Garden before 14,000 spectators.

Emil C. Stroud, switchman at Oakland, Calif., retired from the U.S. Naval Reserve recently as a chief warrant officer with 35 years of service. Stroud joined the Navy in 1936 and remained on active duty until 1947, when he entered the Reserve.

Award for Life Saving

The highest American Red Cross award presented to individuals who save lives using Red Cross first aid skills was awarded recently to William L. Bound, office accountant in the Freight Claim Department at San Francisco.

Carl W. Stubenrauch, chairman of safety programs for the Golden Gate Chapter of the Red Cross, presented Bound with a Certificate of Merit signed by President Nixon and E. Roland Harriman, chairman of the American Red Cross.

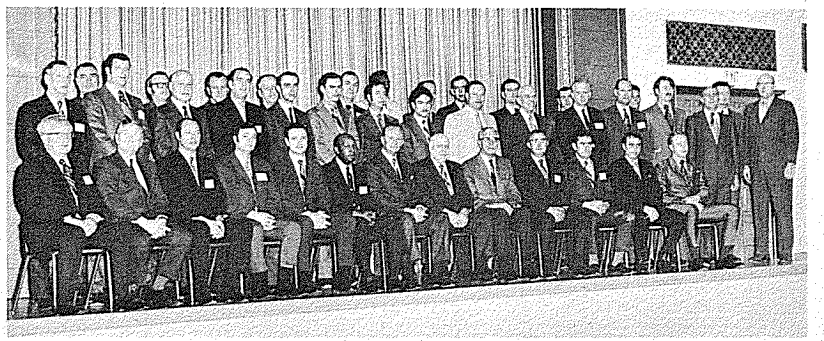
Bound completed a Red Cross first aid course taught by Assistant Chief Special Agent D. L. Haley. Shortly afterward, he saw a fellow employe collapse at his desk from what turned out to be insulin shock. The man was unconscious and appeared to be strangling. Bound turned him over, forced open his jaws and pulled his tongue out of his throat so that he could breathe freely again. The employe is now back at work. His physician credits Bound's prompt action with saving his life.

An Eagle Scout, Bound has been active in Scouting since 1940 and is currently an assistant scoutmaster.



W. L. Bound, left, office accountant, Freight Claim Dept., San Francisco, accepts American Red Cross award for life saving from Carl W. Stubenrauch, safety programs chairman for the Golden Gate Chapter of the Red Cross.

Graduation ceremonies were held recently for railroad police officers attending the 200-hour college-level course in police science conducted each year by Southern Pacific in association with Merritt College in Oakland, Calif. The class (shown below with instructors and other dignitaries) included 35 Southern Pacific police officers and two from another railroad.



Foster & Kleiser joins Southern Pacific in honoring BILL STEINER



W. W. "Bill" Steiner, 2nd from left, senior coordinator-land development, Los Angeles, was honored with a special billboard posted by Foster & Kleiser on his recent retirement after 44 years of service. Shown with him, l-r, are O. G. Linde, president, Southern Pacific Land Co.; Manager of Real Estate V. A. Wolfe; and W. A. Finsterbusch, recently named manager of special projects for Southern Pacific Land Company.

Appointments

ACCOUNTING DEPARTMENT: **D. L. Praeger,** to assistant controller; **E. J. Hannan** and **E. L. Johnson,** to assistants to controller, all at San Francisco; **T. A. Breed,** to assistant controller, Houston.

OPERATING DEPARTMENT: **J. O. Martin,** to assistant superintendent, Los Angeles; **L. G. Simpson,** to assistant superintendent, Stockton; **Robert A. Engelbert,** to assistant division engineer, Dunsmuir; **Raymond D. Church,** to assistant division engineer, El Paso; **G. L. Bonner,** to general yardmaster, Brooklyn; **R. I. Melbo,** to trainmaster, Portland; **K. W. Dixon,** to trainmaster, Sacramento; **B. J. Bonacina,** to road foreman of engines, Tucson; **H. C. Haught,** to assistant trainmaster, Palmdale; **D. D. Edmisten,** to assistant trainmaster, Martinez.

TRAFFIC DEPARTMENT: **James F. Williams,** to assistant district traffic representative, Jacksonville, Ga. **M. P. Keil,** to traffic representative, Redding; **J. K. Huish,** to traffic representative, Fresno; **E. T. Rehnberg,** to traffic representative, San Francisco; **J. J. Speight,** to traffic representative, Oakland; **Gorden S. Swanson,** to traffic representative, Detroit.

LABOR RELATIONS: **L. A. Noble,** to labor relations staff officer; **G. S. Clark,** to supervisor of agreements, both at San Francisco.

SOUTHERN PACIFIC PIPELINES: **Homer V. Corrodi,** to supervisor-civil engineering; **Donald D. Lundgren,** to administrative assistant, personnel and administration, both at Los Angeles.

PACIFIC MOTOR TRUCKING CO: **G. R. Adams,** to manager, management information systems, (PMT and SPT), San Francisco.

INDUSTRIAL DEVELOPMENT: **D. C. Dado,** to district manager; **W. H. Hardwick,** to industrial agent-Central District, both at San Francisco; **W. J. Kininghan,** to assistant district manager; **R. S. Laing,** to assistant to district manager, both at Los Angeles.

NATURAL RESOURCES: **R. I. Bissett,** to district supervisor, Fresno; **T. J. Longseth,** to district supervisor, Reno; **W. L. Norton,** to district supervisor, Colton.

Retirements

HOUSTON DIVISION AND SHOPS: **Nathan Bonham,** machinist; **Sylvester Brinson,** maintenance of way laborer; **Leon L. Carter,** yard helper; **Ben E. Ellis, Jr.,** freight director clerk; **Henry Jacks, Jr.,** boilermaker; **Eugene R. Bradley,** engine foreman; **Joseph Clark,** maintenance of way laborer; **Samuel F. Darby,** lead inspector; **Edward M. Dement,** yardmaster; **P. M. Frausto,** crane operator; **Vennie E. Price,** conductor; **C. P. Schoen,** switchman; **Albert Smith,** clerk.

LAFAYETTE DIVISION: **Tom Cain,** maintenance of way laborer; **Robley J. Dubon,** Association of American Railroads clerk; **Charles W. Hughes,** freight carman; **Oliver Jackson,** maintenance of way laborer; **Kramer Jones,** maintenance of way laborer; **Joseph G. Mequet,** conductor; **Felix J. Potier,** car repairman; **Robert L. Whitworth,** conductor; **Felton Zenon,** maintenance of way laborer.

LOS ANGELES DIVISION AND SHOPS: **James M. Clark,** assistant engineer; **Paul R. King,** clerk; **Hollis F. Smudrick,** fireman; **Lennit L. Hansen,** locomotive engineer; **Samuel Leese,** welder helper; **Francisco V. Mejia,** maintenance of way laborer; **Amado Arellano,** freight carman; **Panfilo M. Arias,** maintenance of way laborer; **Reyes L. Bustamente,** crane operator; **James F. Carlisle,** car inspector; **Dewell J. Cooper,** conductor; **Gardner L. Crawford,** conductor; **Thomas E. Diggins,** switchman; **Perry Eagins,** chair car porter; **Henry E. Erickson,** senior diesel clerk; **Edward L. Heidler,** freight carman; **Bauldilio A. Hernandez,** clerk; **Reuben F. Hintz,** locomotive engineer; **Phillip J. Jacquett,** mechanical laborer; **Sam P. Johnson,** machinist; **William L. Johnson,** freight carman; **Julian R. Kinney,** claims inspector; **Harold R. Lakin,** train clerk; **Candelario Quintana,** welder; **Fred Robinson,** switchman; **Jesse M. Shride,** locomotive engineer; **George Spitzer,** machinist; **Lucreculius Tankersley,** locomotive supplyman; **Teddy W. Winters,** senior rate clerk.

OREGON DIVISION: **Stephen J. Bauman,** maintenance of way foreman; **Kesner E. Blurton,** locomotive engineer; **Emil Kind,** car inspector; **Edwin W. Kundert,** switchman; **Arthur W. McGuire,** switchman; **William Moore,** machine operator; **Elden E. Poe,** signal maintainer; **Kenneth P. Randall,** freight carman; **John E. McDonald,** locomotive engineer; **Victor D. Anderson,** locomotive engineer; **Vance C. Blair,** conductor; **Walter J. Bryan,** locomotive engineer; **Allie Dougherty,** train clerk; **Ray T. Irwin,** fireman; **Irma I. Johnson,** clerk; **Harvey J. Kennedy,** switchman; **Alexander C. Long,** locomotive engineer; **Clare L. Moseley,** chief telegraph operator; **Ben Ramirez,** freight carman; **James Shelde,** track walker; **Jewell V. Stevens,** brakeman; **Alfred H. Stroud,** general yardmaster; **Ora D. Young,** assistant engineer.

SACRAMENTO DIVISION AND SHOPS: **Elwood L. Castle,** locomotive engineer; **William G. Horton,** conductor; **George E. Soderlund,** switchman; **Frank Johnson,** clerk; **Gregorio L. Lopez,** boilermaker; **Mary A. Petrinovich,** clerk; **Leslie E. Winter,** freight carman; **Earl Wolcott,** locomotive engineer; **Robert Overdiek,** freight carman; **John F. Avis,** freight carman; **Robert S. Chandler,** freight carman; **Robert L. Garr,** conductor; **Samuel M. Ginn,** freight carman; **Concepcion Gonzalez,** maintenance of way laborer; **Jose L. Gonzalez,** maintenance of way laborer; **Ernest J. Gross,** locomotive engineer; **Harry L. Harrison,** carpenter; **Marion R. Hayes,** locomotive engineer; **Marvin Hodgkinson,** locomotive engineer; **Willie A. Kidwell,** freight carman; **Arthur L. King,** machinist; **Russell C. Long,** car inspector; **John T. Machado,** machinist; **Delmar S. Marteney,** switchman; **Leola G. Nichols,** train clerk; **Andrew R. Pizarro,** mechanical laborer; **Troy E. Pope,** freight carman; **Albert A. Rodriguez,** car inspector; **Jose S. Rubalcava,** sheetmetal worker; **Lloyd H. Stephens,** locomotive engineer; **Cecil E. Venable,** brakeman; **Louis P. West,** machinist.

SAN ANTONIO DIVISION: **Edmundo P. Sandoval,** maintenance of way laborer; **O. G. Bennett,** carman; **Glenn R. Moses,** engine foreman; **Brevard Z. Norwood,** engine foreman; **Jesse Barron,** carpenter; **Agapito G. Garcia,** maintenance of way laborer; **Huengland Henderson,** porter; **Roscoe L. Hunt,** conductor; **Bernard C. Matthews,** conductor; **L. H. Matzke,** signalman; **Jack E. Millen,** yardman; **Leon T. Mueller,** conductor; **Carl E. Trammell,** carpenter.

SAN JOAQUIN DIVISION: **Walter D. Mishler,** conductor; **Cleo E. Alvis,** agent-telegrapher; **Jack W. Armstrong,** brakeman; **George E. Edge,** fireman; **John H. Bese,** freight carman; **Blas C. Garcia,** maintenance of way laborer; **Ellis C. Hoffman,** switchman; **Warren O. Langdon,** locomotive engineer; **Timothy J. Lawhead,** locomotive engineer; **Gregorio Revilla,** maintenance of way laborer; **John S. Simpson,** locomotive engineer; **Albert D. Ward,** machinist; **Dorothy W. Webb,** clerk; **Willie Wiley,** machine operator.

TUCSON DIVISION: **Bynum P. Barclay,** maintenance of way foreman; **Edward R. Casey, Sr.,** assistant chief clerk; **Edwin L. Clark,** brakeman; **Virgil H. Garrett,** mechanical foreman; **Harman J. Kosarski,** grinder operator; **Miguel P. Montano,** maintenance of way laborer; **Leonard L. Parker,** assistant general yardmaster; **Daniel E. Riveros,** sheetmetal worker; **Albert C. Schuster,** locomotive engineer; **George A. Whitaker,** locomotive engineer; **Francis T. Davis,** manager wire chief telegraph office and printer machine operator; **Jay L. Dunsavage,** machinist; **Harry R. Locke,** agent-telegrapher; **Hilarie Palos,** maintenance of way laborer; **Robert O. Putnam,** Mechanical Dept. foreman; **Anthony M. Radix,** locomotive engineer; **Gilbert T. Andrews,** conductor; **Robert H. Baham,** locomotive engineer; **Ramon Camarillo,** car inspector; **Elijah J. Cound,** car foreman; **Frank C. Cruz,** maintenance of way laborer; **Harry A. Davis,** switchman; **Salvador A. Delgado,** freight carman; **Sam H. Gorum,** brakeman.

WESTERN DIVISION: **David Cannon,** brakeman; **Elk M. Mallagh,** locomotive engineer; **Ramon B. Ochoa,** maintenance of way laborer; **Kenneth E. Phillips,** switchman; **Benjamin M. Robbins,** locomotive engineer; **Eugene W. Scott,** locomotive engineer; **Armando Simoni,** machinist; **Lew A. Wallace, Jr.,** locomotive engineer; **Donald M. Brown,** electrician; **Dionisio Carrillo,** switch cleaner; **Charles C. Clock,** switchman; **Andrew N. Ferris,** patrolman; **Francisco C. Garcia,** maintenance of way laborer; **Robert Gsell,** painter; **Eugene Jordan,** machinist; **William H. Kedney,** machinist; **Robert Lyons,** paver assistant; **Jaime Swain,** shop clerk; **Walter C. Swanson,** signalman; **Walter S. Thomson,** carpenter's assistant; **William W. Beebe,** conductor; **Lewis G. Blufoes,**

ATTENTION GOLFERS: The annual Southern Pacific Invitational Golf Tournament will be held at Indian Wells and Del Safari Country Clubs, Indio, Calif., May 13-14. For entry blanks, write J. A. DeCoster, P.O. Box 874, Indio, Calif. 92201.



Two locomotive engineers completed "last runs" on the *Sunset* on the same day recently. N. L. Johnson, right, piloted the train from Lafayette to Houston. He was relieved by J. R. Carver, left, who took it to San Antonio. Each man retired with over 48 years of service. Congratulating them was R. G. McWhirter, center assistant superintendent of the Houston Division.

assistant stationmaster; **James R. Brown,** locomotive engineer; **Willie Brown,** mechanical laborer; **Robert S. Chandler,** freight carman; **Robert R. Cloud,** conductor; **Melvin Delbuono,** yard clerk; **Melvin M. Dill,** locomotive engineer; **Harry K. Eggert,** electrician; **Ernest J. Estrada,** maintenance of way assistant foreman; **Roy B. Frink,** switchman; **Raleigh O. Folsom,** locomotive engineer; **Lawrence C. Freund,** locomotive engineer; **Jesus Garcia,** maintenance of way foreman; **Orlin A. Gowey,** locomotive engineer; **Busby E. Hodge,** carpenter; **Vivian E. Jenkins,** car clerk; **Brisco Jones,** mechanical laborer; **William R. Jones,** locomotive engineer; **Jaems E. Maxwell,** locomotive engineer; **Clarence L. Melson,** fuel oil attendant; **Stanley T. Rhodes,** switchman; **James G. Rowan, Jr.,** conductor; **John L. Sheehy,** locomotive engineer; **Gordon K. Stokes,** machinist; **Elmer A. Tallon,** switchman; **James W. Woods,** switchman; **Robert Wiley, Jr.,** switchman; **Herman T. Zelms,** pipefitter.

OTHERS: **Andrew M. Freeman,** telegrapher, Communications, San Francisco; **E. K. Mulhall,** senior division clerk, Revenue Accounts, San Francisco; **Marian A. Roberts,** claims clerk, Equipment & Miscellaneous Services, San Francisco; **Alice K. Black,** machine operator, Payroll & Miscellaneous Services, San Francisco; **Thomas W. Maloney, Jr.,** photographer, Purchases & Materials, San Francisco; **Silvestre Valdez,** truck driver, Purchases & Materials, El Paso; **Edward J. Carter,** assistant to chief mechanical officer-system, San Francisco; **Harold J. Coxon,** chief clerk-general, Assistant General Auditor's Office, San Francisco; **Edward L. DeMattei,** assistant treasurer, San Francisco; **Joe W. Dulaney,** general traffic representative, St. Louis; **John B. Ennit,** secretary to special agent, Oakland; **C. R. Kremer,** traffic representative, San Francisco; **Samuel H. Kurtz, Jr.,** assistant district traffic representative, Cleveland; **Lloyd L. Martin,** business car chef, Oakland; **Robert E. McGee,** assistant terminal agent, Sacramento; **Charles R. Murray,** purchasing agent-fuel, San Francisco; **Harry Nations,** district road foreman of engines, Los Angeles; **Carmen L. Trebilcot,** head stock record clerk, Treasury Department, San Francisco; **Gerald E. Hood,** broadcast attendant, LAUPT; **Clarence A. Anderson,** machine operator, Payroll and Miscellaneous Services, San Francisco; **Marie L. Basmaison,** senior cashier, Zone Accounting, San Francisco; **Richard Coleman,** mail clerk, Payroll and Miscellaneous Services, San Francisco; **Willie Criss,** cook, Dining Car Department, Los Angeles; **Stanley M. Edwards,** assistant engineer, Engineering Department, San Francisco; **Everett S. Green,** lounge car attendant, Dining Car Department, Los Angeles; **George F. Heck,** printer machine operator, Communications, Chicago; **Gertrude M. Jones,** tab machine operator, Data Processing, San Francisco; **Henry Miramont,** head clerk, Data Processing, San Francisco; **Carl V. Nordberg,** machinist, Maintenance of Way Equipment Repair Shop, Oakland; **Irving D. O'Neill,** special investigator, Revenue Accounts, San Francisco; **Younge P. Porter,** janitor, Real Estate Department, Los Angeles; **Ygnacio Ramirez,** maintenance of way foreman, Harbor Belt Line; **Clay Sims,** chef, Dining Car Department, Los Angeles; **Sara M. Sweetland,** stock record clerk, Treasury Department, San Francisco; **Richard L. Beale,** bridge tender, Northwestern Pacific; **Henry L. Clark,** first telegrapher clerk, San Diego & Arizona Eastern Ry.; **Jack W. Hill,** maintenance of way laborer, Northwestern Pacific.

Deaths

DALLAS DIVISION: Pensioners: **Lee G. Lowey,** conductor; **Mose Sorrels,** section laborer; **Harris N. Williams,** carman; **Edwin W. Krueger,** locomotive engineer.

HOUSTON DIVISION AND SHOPS: Pensioners: **George Schiro,** engine inspector; **Eva R. Russell,** teletype operator; **Otho Mitchell,** janitor; **Charles A. Rasmussen,** yardman; **Nealon F. Adams,** clerk; **John B. Domingue,** carman; **Manuel Bolanos,** laborer; **Ruth H. Coleman,** control clerk; **Archie W. Bohm,** car distribution clerk; **Edna Boudreaux,** head key punch operator.

LAFAYETTE DIVISION: Pensioners: **Frank A. Dumesnile,** engineer; **Joseph O. Caillier,** carman helper; **Willie White,** oiler; **Joseph Melancon,** freight carman; **Arthur Orange,** track laborer; **Frank Anderson,** car inspector.

LOS ANGELES DIVISION AND SHOPS: **D. Bozeman,** mechanical laborer; **W. G. Crystal,** locomotive engineer; **W. R. Dalton,** machinist; **A. F. Deherrera,** stevedore; **L. P. Helms,** locomotive engineer; **J. A. Lewis,** conductor; **W. E. Reamer,** clerk; **R. L. Martin,** locomotive engineer; **L. R. McDaniels,** mechanical machine operator; **J. V. Raby,** sheet metal worker; **H. Salter,** clerk; **H. F. Turner,** clerk; **L. W. Wagner,** locomotive engineer. Pensioners: **Jose R. Moreno,** laborer; **Eric S. Johanson,** electrician; **Roy B. MacDougal,** conductor; **Louis D. Fontana,** blacksmith helper; **Dorothy R. Keena,** clerk; **Charles S. Payne,** chair car porter; **Roger V. Peterson,** towerman; **Frank Riggio,** painter helper; **Herbert M. Sandstrom,** boilermaker; **Clyde M. Storms,** sheetmetal worker; **Francisco G. Garcia,** laborer; **Allen W. Halopoff,** clerk; **James D. Benson,** wire chief; **Christelle Rowe,** matron; **Edward G. Weaver,** locomotive engineer; **Milton H. Gilbreath,** brakeman; **Edward F. Acree,** carman helper; **Roy E. Clary,** brakeman; **Robert B. Cooper,** conductor; **Walter A. Bloom,** clerk; **Susannah A. Vance,** signal towerwoman.

OREGON DIVISION: **K. L. Gande,** clerk; **J. A. Mildenberger,** switchman; **O. K. Ormsbee,** locomotive engineer; **J. Trukositz,** bridge and building carpenter; **C. O. Larson,** truck driver; **P. F. Rubio,** maintenance of way laborer. Pensioners: **Swan A. Anderson,** blacksmith; **William L. Ruiter,** engineer; **Fred C. Hurford,** extra gang foreman; **Victor J. Huncovsky,** maintenance of way foreman; **Louis L. Osborn,** conductor; **Anthony W. Dewey,** carman; **Ralph M. Hilton,** carpenter.

SACRAMENTO DIVISION AND SHOPS: **O. R. Coop,** locomotive engineer; **G. S. Harris,** conductor; **R. T. Swenson,** conductor; **J. W. Pourchot,** conductor. Pensioners: **Eugene Borges,** painter; **Ralph H. Shaw,** machinist; **Marian N. Martin,** laborer; **Dwight H. Johnston,** carman; **Roy T. Hager,** conductor; **Leo J. Nagel,** conductor; **Homer O. Wood,** carman; **Clyde E. Backes,** conductor; **Guy E. Smith,** freight carman; **Albert S. Haines,** train baggageman; **Lewis M. Toombs,** switchman; **Eugenio Pieracci,** machinist; **John J. Lucey,** locomotive engineer; **Orlando C. Wade,** machinist; **Lawrence A. Mini,** car distributor; **William Domin,** molder; **Manuel S. Ortiz,** section laborer; **George Reading,** section laborer.

SAN ANTONIO DIVISION: Pensioners: **Clark C. Crownover,** engineer; **Walter T. Recknagel,** conductor; **Marquis L. Turbeville,** car foreman; **Simon H. Koenig,** locomotive engineer; **Cecil J. Pollock, Sr.,** locomotive engineer.

SAN JOAQUIN DIVISION: **W. H. Kennedy,** maintenance of way foreman; **D. G. Briggs,** locomotive engineer; **A. A. Kelley,** switchman; **T. O. Pittman,** locomotive engineer; **R. G. Roytek,** switchman. Pensioners: **Allan A. Stramler,** locomotive engineer; **Fred E. McPherson,** locomotive engineer.

TUCSON DIVISION: **J. P. Burtner,** locomotive engineer; **O. L. Randall,** switchman; **H. D. Rees,** machinist; **G. W. Atkinson,** clerk; **M. C. Cobb,** bridge and building foreman; **W. I. Graham,** locomotive engineer; **T. B. Holoway,** brakeman; **W. G. Howell,** clerk. Pensioners: **Frank R. Benton,** locomotive engineer; **Nemecio M. Torrez,** laborer; **Kenneth R. Smith,** painter; **John A. Krannawitter,** agent-telegrapher; **Nell B. Browne,** telegrapher; **Harry O. Miller,** brakeman; **Angel P. Villalobos,** extra gang laborer; **Jesse A. Gafford,** cashier; **John E. Johnson,** motor car mechanic; **James E. Brown,** bridge and building carpenter; **Juan V. Daniel,** laborer; **Trueman C. Fuller,** brakeman; **Sarah W. Petheram,** cashier.

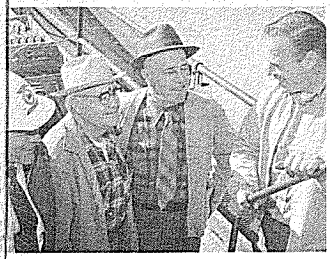
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Congratulating Machinist Mike Hernandez, 2nd from left, and Machinist Helper Felice Novella, 2nd from right, on their retirement at Roseville, Calif., after a total of 88 years of Southern Pacific service, are General Foreman W. R. Olson, left, and Machinist A. J. Gori, president of I.A.M. Local 1209 — *Roseville Press-Tribune photo.*



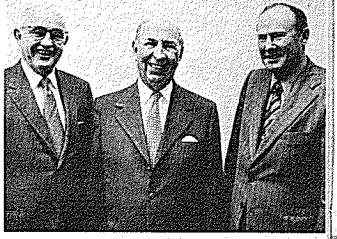
Louis Lipschultz, left, asst. cashier in the Los Angeles Zone Accounting Office, retired recently after 52 years of Southern Pacific service. Congratulating him is his brother, Seymour Lipschultz, car clerk at Baldwin Park, Calif., a 53-year veteran with our Company and No. 1 on the Los Angeles Division clerk's roster.



Retiring on the same day after long service in the Stock Transfer Bureau at San Francisco were Mrs. Sarah Sweetland, left, stock record clerk, with 29 years; and Mrs. Carmen F. Trebilcot, right, head stock record clerk, with 26 years. Stock Transfer Agent Henry J. Heim, their boss, was on hand to offer congratulations.



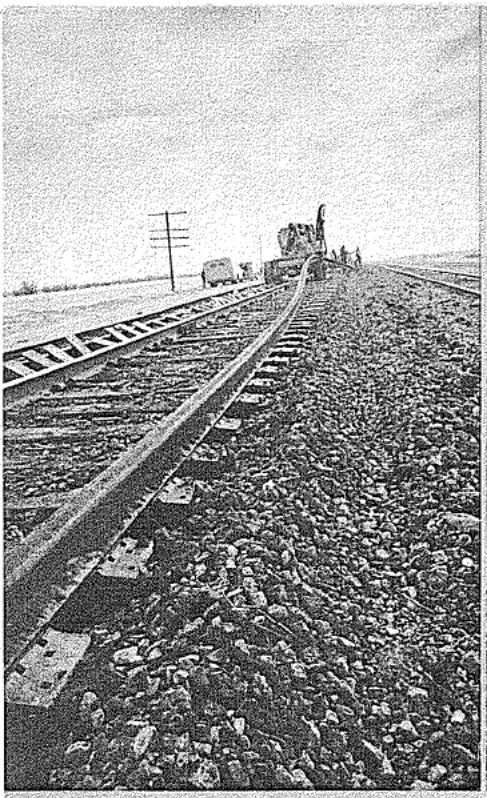
W. N. Greenham, general traffic manager for Pacific Motor Trucking Co. at San Francisco has retired after 34 years of service with Southern Pacific and PMT.



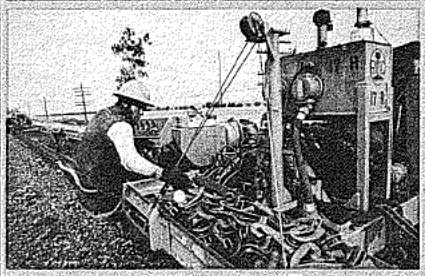
Congratulating P. J. "Phil" Birch, center, instructor in the Personnel Dept. at San Francisco, on his retirement after a 49-year Southern Pacific career, are S. B. Burton, left, manager of personnel; and M. A. McIntyre, right, asst. vice president-personnel.



Retiring after long Southern Pacific careers recently were, l-r, Hilario Palos, machine operator, Tucson Division, 32 years; Gerald W. Pratt, secretary to general manager, System Management Services, San Francisco, 43 years; Harry Nations, district road foreman of engines, Los Angeles Division, 48 years; Caesar Bradanini, freight car foreman, Sacramento General Shops, 36 years; Pedro Castro, freight carman, Roseville, Calif., 44 years; Santiago Alvarado, MofW laborer, Houston, 36 years; Arthur L. King, machinist, Sacramento General Shops, 31 years; Clarence A. Anderson, machine operator, Payroll & Miscellaneous Services, San Francisco, 47 years; and A. J. Lambert, chief bid clerk, Purchases & Materials Dept., San Francisco, 43 years.









Our system steel gang is now laying 43 miles of 136-pound ribbon rail between Saco and Tipton on the San Joaquin Division under the direction of C. E. Edwards, general track foreman, and Frank Rodarte, system steel gang foreman. Rail is being laid at the rate of about half a mile a day. ABOVE: Rubber tired crane with "threader" transfers a 1520-foot length of rail from shoulder to tie plates. TOP RIGHT: Rail heater is used in cool weather to prevent expansion problems later during the hot summer months. Operator is Hector Favala. CENTER RIGHT: This machine, operated by G. A. Arciga, applies rail anchors. BELOW RIGHT: Rail joints are eliminated by on-the-spot welding. Shown in this group (l-r) are Welder Lloyd Caldwell, Grinder Felix Munoz and Welder A. C. Martin. Southern Pacific and its affiliates now have nearly 3,500 miles of welded rail in service.

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